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TOP SECRET

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[redacted]

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13 M. 123/63
20 June 1963
Copy 5 of 9

MEMORANDUM FOR: Chief, Geographic Division, ORR

25X1 ATTENTION : [redacted] CG/P

FROM : Chief, CIA/PID (REIC)

Declass Review by NGA.

SUBJECT : K'un-ming to I-Ping-Lang Rail Line

REFERENCE : Requirement No. ORR/30/63
Project No. C 414/63

1. This memorandum is in response to the referenced requirement concerning the location and identification of selected rail and rail served targets on the K'un-ming to I-Ping-Lang Rail Line.

25X1 2. All available photography as per your request was utilized. Missions [redacted] contained most of the material from which this study was extracted.

3. The K'un-ming to I-Ping-Lang is a single-track, meter (3'3 3/8") gage line and is operational throughout. Most of the motive power observed in the K'un-ming Area was diesel. There [redacted] (two mile) section of line which ILLEGIB is double tracked. This section [redacted] small yard at Liu-chi-ts'un ILLEGIB (24 55N - 102 23E) and the point [redacted] spur, serving the iron ILLEGIB mine at 24 50N - 102 12E, juncti[redacted] also has several industrial ILLEGIB spurs and one branch line, which [redacted] The alignment of the spurs and branch line [redacted] such line, which ILLEGIB proceeds southward from [redacted] have all been [illegible] and the track ILLEGIB structure (rails, crossties, etc.) in place between [illegible] the turning wye at Shih-pa (24 33N - 102 42E). However, there are no [illegible] or passing tracks which have been completed, and no traffic was in evidence along the line. This line is evidently being constructed to service mines, which are now being developed.

4. All changes in alignment or new construction are tracked on the enclosed map. Targets are either located on the enclosed map or, because of space limitations, are located on certain [illegible], and the area covered by this print is located on the map. Dimensions of selected targets are annotated and enclosed. All measurements indicated on this memorandum are estimated.

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GROUP 1
Excluded from automatic downgrading and declassification

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5. Available details of rail yards are:

A. K'un-ming

(1) Freight yard

(a) Ten dead end tracks, with usable length of 1,100'

(2) Classification yard

(a) Six tracks with a usable length of 1,300'
(b) Numerous short dead end tracks
(c) Locomotive repair shops
(d) Wye track with a controlled length of 60'

Photo CIA/PID/IB-186/63 show these yards and the surrounding terrain.

B. Ch'ih-chia-pi

(1) Five passing tracks with usable length, 1,000'
(2) Numerous miscellaneous spurs servicing the power plant and cement plant in that area

C. An'ning

(1) Six passing tracks with usable length of 700'
(2) Two short dead end sidings
(3) One 700' dead end siding
(4) Wye track, controlled length 140'

A bridge is under construction at the end of this wye track. This bridge, when completed, will carry the rail line over the river to service the large iron and possible steel complex at An-ning.

Photo CIA/PID/IB-188/63 shows this yard, the iron and steel complex and surrounding terrain.

D. Lin-shu-ts'un (24 55N - 102 28E) 5 passing tracks with usable length of 800'

E. Lu-feng

(1) Est. 5 passing tracks with a usable length of track of 1,000'
(2) Est. 5 dead end sidings
(3) Wye track, controlled length 70'

Photo CIA/PID/IB-191/63

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F. I-Ping-Lang

(1) Est. 5 classification tracks with usable length of 1,100'
(2) Locomotive and car repair
(3) Turntable with diameter of 60'

6. Bridge and Tunnel data are as follows:

Bridge No. 1
Deck-girder
Two spans
135' long

Photo CIA/PID/IR-P-186/63 shows this bridge

Tunnel No. 1

25X1

Bridge No. 2
Deck-girder
Five short spans
480' long

Bridge No. 3
A new bridge is under construction. The rail line is now carried on a temporary bridge.

Bridge No. 4
Deck-girder
Three spans
125' long

Photo CIA/PID/IR-P-186/63 shows bridges 3 and 4

Bridge No. 5
Deck-girder, concrete piers and abutments
Two spans
120' long

Bridge No. 6
Railroad overpass over the Burma Road
One span
40' long

Tunnel No. 2
Length cannot be estimated, only one portal visable

Bridge No. 7
Deck-arch, masonery piers and abutments
Three spans
115' long

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Bridge No. 8
Deck-arch
Est. 5 spans
180' long

Tunnel No. 3
Length cannot be estimated only one portal visible

Tunnel No. 4
Length cannot be estimated only one portal visible

Tunnel No. 5
Length cannot be estimated only one portal visible

Bridge No. 9
Deck-arch masonery piers and abutments
Est. 3 spans
115' long

Bridge No. 10
Deck-girder, masonery piers and abutments
Four spans
125' long

Bridge No. 11
Deck-girder
Est. 6 short spans
125' long

Tunnel No. 6
325 feet long

Bridge No. 12
Deck-girder, masonery piers and abutments
Four spans
110' long

Bridge No. 13
Deck-girder
Est. 3 spans
125' long

Bridge No. 14
Masonery arch
Three spans
70' long

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Bridge No. 15
Masonery arch
Four spans
100' long

Bridge No. 16
Masonery arch
Four spans
100'

Bridge No. 17
Masonery arch
Five spans
120' long

Photos CIA/PID/IR-P-189/63 and 190/63 shows Tunnels 2-5 and bridges 7-17.

Bridge No. 18
Deck-girder
Four spans
140' long

Bridge No. 19
Masonery arch
Seven short spans
125' long

Bridge No. 20
Deck-girder masonery piers and abutments
Six spans
200 feet long

Tunnel No. 7
300' long

Tunnel No. 8
Cannot be measured, only one portal visible

Tunnel No. 9
Cannot be measured, only one portal visible

Tunnel No. 10
Cannot be measured, only one portal visible

Tunnel No. 11
Cannot be measured, only one portal visible

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Bridge No. 21
A long bridge crossing the stream at I-Ping-Lang
Only a portion of this bridge is visible

Bridge No. 22
Deck-girder
Concrete piers and abutments
Four spans
120' long

Bridge No. 23
Deck-girder, concrete piers and abutments
Four spans
140' long

7. The photo analysts on this project was [redacted] who may be contacted on [redacted] should you have further questions regarding this porject. 25X1 25X1

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ENCLOSURES:
1 Annotated Map (CIA/PID/IE-P-105/63)
Annotated Photos (CIA/PID/IE-P-105/63-1/1/63)

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